

Neighborhood Greenwood/Phinney

Implementor Transportation

Matrix T6

Activity *Develop a corridor plan for Greenwood Ave N. and Phinney Ave N. to enhance the "Main Street" and create a pedestrian friendly atmosphere:*

- a. consistent identity along its length,*
- b. designate it as a Key Pedestrian Street,*
- c. designate it as a Principal Commercial Street,*
- d. consider a P2, pedestrian zone designation,*
- e. sidewalks as wide as R.O.W allows,*
- f. street trees,*
- g. street furniture,*
- h. added pedestrian crossings with regular maintenance of crosswalks located at 1) 75th for Phinney Ridge Lutheran Church and day care; 2) new Greenwood Library; 3) post office; 4) flashing lights at existing 70th & Phinney crosswalk; 5) on 80th between Greenwood and Linden*
- i. open spaces and shielding from vehicles,*
- j. develop a sidewalk and building façade improvement plan to create an improved/enhanced appearance and consistent identity,*
- k. reduce area litter by adding trash receptacles, increasing community awareness through education and enlist the support of local businesses.*

T6: 1 of 2 **Sub-Activity** Strengthen pedestrian connections between business district and adjoining residential areas and parks.

Sub-Act The community has obtained several funding sources for sidewalks on N. 87th & Dayton. Construction will take place in 2004 and 2005. In addition, the community has obtained funds to repair sidewalks on the west side of Greenwood Ave N., south of 87th. Jason Wachs 10/24/05

2004 Priority Summary: The community has obtained several funding sources for sidewalks on N. 87th & Dayton. Construction to occur in summer 2004. In addition, the community has obtained funds to repair sidewalks on the west side of Greenwood Ave N., south of 87th. Beth Pflug 05/07/04

Community has obtained several funding sources (\$80k) for sidewalks on 87th and Dayton. Shauna Walgren 03/10/04

Community has obtained funds to repair sidewalk on the west side of Greenwood south of 87th. Shauna Walgren 03/10/04

Target Completion **Estimated Cost** \$80,000(O) **Status** In-Progress
Lead Agency/Contact Transportation; Shauna Walgren, 684-8681 **Priority** Third

T6: 2 of 2 **Sub-Activity** Create detailed traffic study related to Greenwood Business District.

Sub-Act Project updated October 2005. No changes from previous comment. Jason Wachs 10/24/05

2004 Priority Summary: The Greenwood Community Center has been awarded \$35,500 in Neighborhood Matching Funds to fund a consultant to work with the Seattle Department of Transportation (SDOT) to create a transportation plan for the Greenwood Town Center. Dena Gazin 09/09/04

Matrix T-6 Create detailed traffic study related to Greenwood Business District

Beth Pflug
05/07/04

Greenwood Community Council completed a Neighborhood Matching Fund application for \$30,000 to go forward with this traffic study as part of the Greenwood Town Center Plan. The NMF application is currently undergoing review and rating by NWDC and CRT to determine funding. Process will be completed by June 2004

2004 funding for partnering with developers on the traffic study was cut. Community is in the process of developing a NMF for \$30K which will be matched with community effort and funds. Decisions on the NMF will be made in June of 2004.

Shauna Walgren
03/10/04

OED did the original Development Plan for Greenwood and should be part of this planning process (as should DPD, DON and possibly SPU).

Nancy Ahern
03/02/04

Target Completion 2004/3

Estimated Cost \$55,000(O)

Status In-Progress

Lead Agency/Contact Transportation; Eva Khoury, 206-684-3670

Priority Top

Implementor DPD

Matrix I7

Activity *Mitigate storm overflow surges into Pipers Creek watershed via a Comprehensive Surface Water Management Plan.*

I7: 1 of 1 **Sub-Activity** Adopt regulatory response to Greenwood de-watering affecting groundwater/ground settlement.

Sub-Act Comment(s) 2004 Priority Summary: Seattle Public Utilities (SPU) presented the final Shannon & Wilson groundwater report to the Greenwood Community Council at an April 29 meeting. Dept. of Planning & Development (DPD) presented its proposed regulatory recommendations at that time. Responses will be incorporated with Greenwood Town Center planning and development.

Beth Pflug
05/07/04

DPD is the lead agency on the Greenwood de-water but if the Greenwood Town Center is approved, we (NRG) believe there will be drainage implications on Pipers Creek. Contact Terry Kakida for more info on Consultant Study.

Nancy Ahern
03/02/04

While SPU is working closely w/ DPD - DPD is DEFINITELY the lead for this effort.

Nancy Ahern
03/02/04

Target Completion

Estimated Cost N/A

Status In-Progress

Lead Agency/Contact DPD; Cliff Portman, 684-5593

Priority Second

Implementor Community - Institution
Matrix T25
Activity *Implement new parking policies at Zoo lots to reduce overflow parking on neighborhood streets during concerts and peak season. Conduct RPZ analysis in blocks near Zoo.*

<u>T25: 1 of 1</u>	Sub-Activity	Resolution of peak season parking overflow from Woodland Park Zoo onto pedestrian streets.	
	Sub-Act Comment(s)	<p>Julie Erickson, Seattle Dept. of Transportation Residential Parking Zone (RPZ) Coordinator, reported on 10/25/05 that the residents around the zoo had yet to apply for a RPZ. AN RPZ analysis will not be done until the residents apply. Alternative Parking is discussed below in the Zoo's Long Range Physical Development Plan including incentives for improved transit, bicycle and pedestrian access, as well as bicycle corrals and transit options for major events. The Zoo's Long Range Development Plan primarily intends to address parking at the zoo by building a parking structure on site by 2008.</p> <p>In 2001 the Council approved an agreement whereby the Zoo Society would operate and manage the Woodland Park Zoo (the Zoo would still be owned by the City). Pursuant to that agreement, in 2004 after analysis and a public hearing, the Council adopted a 20-year blueprint for future development at the Zoo called the Zoo Long-Range Physical Development Plan (LRPDP). One of the measures called for in the LRPDP to mitigate the impacts of Zoo patrons' parking on nearby residential streets was a parking garage on the west side of the Zoo campus. Seventy-five percent of the costs of the garage will be financed by the City with the remaining twenty-five percent to be covered by the Zoo.</p> <p>Two Zoo issues expected to be before the City Council in 2005 are:</p> <p>Should a design-build contracting arrangement be used for the garage (would require formal Council approval)?</p> <p>What additional measures can be implemented to lessen Zoo traffic and parking impacts on the surrounding neighborhoods?</p> <p>A press release was issued 05/31/05 for a 2nd Public Hearing on Alternative Contracting Procedure for Zoo Parking Garage Project." Its contents are contained below:</p> <p>Woodland Park Zoo and Seattle Parks and Recreation will conduct an additional public hearing to solicit written and verbal comments on the use of the "design-build" alternative contracting procedure for the zoo parking garage, which will be constructed by 2008.</p> <p>The initial public hearing was held May 26, 2005. The second public hearing will be held Wednesday, June 8 at the Education Center at Woodland Park Zoo at the zoo's South Entrance, N 50th and Fremont Ave., from 5:30 to 6:30 p.m.</p> <p>The zoo parking garage was identified in the zoo's Long-Range Physical Development Plan which was adopted by the Seattle City Council in fall 2004. The new garage will be located on the west side of Woodland Park Zoo and will be a multi-story facility, providing approximately 700 parking stalls for zoo visitors.</p> <p>"Design-build" is a project delivery method in which a facility is designed and constructed by a single integrated team of designers, engineers and constructors. This approach involves more collaboration of these disciplines throughout the design and construction phases, resulting in improved cost and schedule</p>	Jason Wachs 10/24/05

controls for certain projects. Design-build teams typically deliver all phases of design and construction for a fixed contract amount. This differs from a more traditional approach in which an architect is employed

separately to design a facility, followed by bids by contractors to construct the facility.

Woodland Park Zoo's Physical Development Plan (2002) includes the following guidelines to address parking overflow that is now occurring in the adjacent neighborhoods. No mention is made about establishing a Residential Parking Zone (RPZ) or using Transportation Demand Management Strategies as was mentioned in the last comment on 05/05/04.

Importance of Parking:

Parking and associated access improvements are a significant element of this updated plan. Well-planned parking is essential to remedy a chronic shortage of on-site parking, which inconveniences zoo visitors and the surrounding neighborhoods. The provision of additional on-site parking is consistent with local plans and policies that seek to protect neighbors from the overflow parking created by activity centers such as the zoo. Increased on-site parking is not anticipated to create a significant increase in vehicle trips; rather, it would accommodate existing parking demand that is currently occurring on neighborhood streets and would meet projected attendance increases due to regional growth. Following completion of additional on-site parking, Woodland Park Zoo will also implement policies and incentives to encourage zoo visitors who arrive in vehicles to park in the new structure, thereby reducing spillover traffic in the neighborhoods.

Today, the zoo is largely dependent upon revenues earned from its guests and members, including parking, admission, food and gift sales, and special events receipts. This represents a marked change from the 1976

Long-Range Plan. At that time the zoo was largely supported by the City and was much less dependent upon earned revenue, which today (2002) makes up 66% of its annual operating budget.

Parking Demand:

While there are no national standards for parking supply in zoological parks, a survey conducted by the American Zoo and Aquarium Association shows that Woodland Park Zoo has significantly less parking for visitors than other zoos responding to the survey. A general look at parking demand suggests that approximately 1,400 public parking spaces are needed. Visitor surveys conducted May 2001 and August 2001 indicated that the average vehicle occupancy was 3.4 which is considered efficient. The 1,400 parking spaces are based on that average occupancy.

In keeping with projected regional growth, attendance at the zoo is expected to increase by approximately 23% by the year 2020. Without the additional parking proposed in the LRP 2002, overflow parking that is currently occurring in the neighborhoods is expected to continue and grow over the next 10 to 20 years. New on-site parking at the zoo will accommodate the increased demand and will encourage zoo visitors who are currently parking on the street to park on zoo grounds.

Visitor Comfort and Safety:

Woodland Park Zoo will provide parking that is accessible, easy to find and as close as possible to the zoo's entrance gates. Whether accommodated in surface lots or a parking structure, visitors will find parking facilities that are safe, comfortable and attractive. Families arriving in minivans or sport utility vehicles will find adequate space to unload children and strollers. Due to the short-term nature of zoo visits and unfamiliarity of many visitors, all parking stalls should be 8' 6" wide except ADA stalls, which will conform to code requirements. Lighting will be ample, pedestrian routes well marked and attractive plantings near at hand. As an important part of both the first and last experiences of a visit to Woodland Park Zoo, parking areas will reinforce the overall zoo message of welcome.

Staff and Volunteer Parking:

The zoo estimates that a total of 200 staff and volunteer parking spaces will be needed, by the year 2020. It is proposed that 220 spaces be provided as follows: Tower (southwest) lot, 122 spaces; Animal Health lot, 35 spaces; Horticulture area, 12 spaces; Elephant Barn service area, 5 spaces; Trail of Vines service area, 4 spaces; and 42 new spaces to be developed in non-public areas of the zoo.

Overflow Parking:

Overflow parking will continue to be available in Lower Woodland Park.

Alternative Parking:

To help relieve overflow parking in the neighborhood, Woodland Park Zoo will continue to develop an alternative transportation plan in conjunction with King County Metro and the City's policy office. The plan will provide incentives for improved transit, bicycle and pedestrian access, as well as bicycle corrals and transit options for major events. Woodland Park Zoo will also develop an employee trip reduction plan, dedicated employee carpool spaces, and explore extending transit pass subsidies to all Zoo staff, adding a flexcar and participation in the guaranteed ride home program.

2004 Priority Summary: Transportation (SDOT) staff have been working with Department of Finance, Parks and Zoo staff on parking and access at the Zoo, including some possible lower-cost parking management strategies, including Residential Parking Zone and transportation demand management, options.

Beth Pflug
05/05/04

Parks should be listed as lead and not SDOT.

Shauna Walgren
04/29/04

Target Completion

Estimated Cost N/A

Status In-Progress

Lead Agency/Contact Community - Institution; Jim Bennett (Zoo Rep.)/Julie Erickson (SDOT RPZ),
615-1026/684-5092

Priority Fourth

Implementor Transportation

Matrix T26

Activity *Provide a safe pedestrian and bike crossing of Aurora Ave N. for access to the Green Lake area from Phinney Ridge, at the 63rd St. underpass.*

T26: 1 of 1

Sub-Activity Improved and safer pedestrian/bike connections between neighborhoods to Green Lake Park to replace crosswalk at N. 68th & Aurora.

Sub-Act Aurora Transit, Pedestrian, and Safety Improvements are included in the 2005-10 Capital Improvement Program, which began in 2003 and will conclude in 2007. Jason Wachs
Comment(s) 09/07/05

Furthermore, the Seattle Department of Transportation (SDOT) is dedicated to keeping the Aurora Avenue North corridor safe and moving. Currently carrying over 40,000 cars and 7,200 bus riders daily, Aurora is expected to experience a 35% increase in traffic over the next 15 years.

The 358 along Aurora Avenue North is among Metro's top five transit routes in all King County with more than 2.2 million passenger trips per year. Ridership on the 358 has increased 20% in the last four years.

Unfortunately, Aurora is starting to show some strain as a critical transportation corridor. Congestion for cars and transit is an increasing burden and Aurora Avenue North has experienced over 1,500 collisions since 1999, among the highest rates in Seattle.

For those reasons, SDOT is looking at near-term solutions to keep Aurora safe and moving, as well as working with WSDOT and King County Metro to plan for the corridor's long-term future.

Replacing the crosswalk at N. 68th & Aurora is currently not a top priority in these efforts, but may be in the near future with continued community support.

2004 Priority Summary:Phinney Ridge and Green Lake Community Councils continue to explore options for safer connections to Green Lake Park. Beth Pflug, the Neighborhood District Coordinator will work with the stewardship group and SDOT in the first quarter of 2005 to further define this project. Beth Pflug
05/07/04

There is an existing pedestrian (crosswalk) signal at 68th & Aurora. SDOT is looking at options that will make this signal more responsive to pedestrians while maintaining progression bot north and south. Shauna Walgren
04/29/04

Target Completion

Estimated Cost N/A

Status Not started

Lead Agency/Contact Transportation; No Lead Contact Assigned

Priority Fifth